

Service Bulletin

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SUBJECT Exhaust security.

CLASSIFICATION ConAir Sports Ltd and JPX Italia consider that compliance with sections 1) and 2) of this bulletin is mandatory, all other sections are strongly recommended.

ENGINES AFFECTED All Cors-Air M21Y engines and M25Y Black Devil engines.

COMPLIANCE Before next engine start.

COSTS

	WARRANTY ENGINES (less than 1 year since supply)	NON-WARRANTY ENGINES (more than 1 year since supply)
PARTS	Muffler top – free issue Muffler security kit - £5.00 parts available online shop at www.conairsports.co.uk	Muffler security kit - £5 parts available online shop at www.conairsports.co.uk
LABOUR	Free of charge	£5 inc VAT fixed price to install muffler security kit, engine not installed
TRAVEL OR CARRIAGE	To be paid for by end user	To be paid for by end user

INTRODUCTION

There have been several cases of exhausts coming into contact with propellers. As a result of these occurrences, it is considered that additional security of the exhaust is necessary in order to prevent it from contacting the propeller.

ACTION

1) MANDATORY – engines supplied since 1st March 2005 with exhaust end fitting as shown in Figure 1.

A failure of the end cover of the muffler has occurred as shown in Figure 2. As a result the exhaust system fell into the propeller. Prior to the next start of the engine it is necessary to replace the end cover – free issue new parts can be ordered by sending an email to service@conairsports.co.uk with name and address details, engine serial number, and reference to this bulletin.



Figure 1.



Figure 2.

2) MANDATORY – all engines

The following work is considered necessary to reduce the risk of exhaust system from contacting the propeller in the event of component failure.

Wire locking (as already stated in the Operators Manual) should be used to contain the exhaust spring and to prevent disconnection of the ball joint in the event of a spring or hook failure. The minimum specification of the wire used for wire locking is 1.5mm diameter. We recommend that the wire locking is routed as shown in Figure 3, as this should keep the joint intact even if the hook were to fail. A small amount of Coppaslip should be applied to the ball joint and where the spring hooks over the hook. A small (3mm) bead of high temperature silicone on the exhaust spring also helps to reduce wear by reducing resonance in the spring.



Figure 3



Figure 4

3) STRONGLY RECOMMENDED – all engines

Addition of security lanyard. It is highly recommended to add a security lanyard to the top of the exhaust system as shown in Figure 4. The lanyard should be connected to the cage. Owners with a cage that dismantles should use a quick disconnect system like a lock ring. If the installation is such that NO point is available to secure the exhaust to, it will be necessary to add a link wire between the muffler and exhaust as shown in figure 5 on the following page.

4) OPTIONAL – all engines

To further improve security of the muffler, it is recommended that a back up strap is added to the muffler rubber mounts. A simple strap can be made from 25mm polypropylene webbing with 2 holes melted in the ends. See figure 6 on the following page.



Figure 5



Figure 6

Comments:

The addition of these safety components should not prevent the owner or operator from carrying out thorough pre-flight inspections of all components (not just the exhaust). It is the pilots' responsibility to ensure that the machine is fit for use prior to flight. Owners, operators and builders are also reminded that correct installation, maintenance and operation, particularly propeller balance and use of the 5th mount, all go a long way towards ensuring flight safety. If you look at again Figure 3 you will note that the 5th mount support located between the muffler and propeller can also improve the security of the exhaust with relation to helping to prevent it from contacting the propeller.

Issued By: C.N. Beale